



Galt Traffic

Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

July 2014

Picture of the Month



Sean Stephens celebrates a successful first flight in his homebuilt Vans RV-10 after landing safely at Galt Airport on Saturday, June 14, 2014.

Homebuilt RV-10 Takes First Flight

By Sean Stephens

On Saturday, June 14th at 9:00am, my RV-10 (N428RV) took to the skies for the first time. Turning off at the end of runway 27 at Galt after a short but gratifying flight, I was surprised by a standing ovation from Chapter 932 members. It really topped off a great morning that was the culmination of over nine years of blood, sweat, tears, and the occasional profanity-laced tirade. Lets take a step back and see how it all played out.

In the late 90s I started seriously thinking about building an airplane. I had a couple trips to Oshkosh under my belt and had looked at quite a few kit options. At the time, there were not many options for a builder who

desired a ship that could seat four and comfortably travel cross-country. In 2003 when Vans introduced the RV-10, I knew I had finally found a match.

Approximately 1,000 pounds useful load and almost 1,000 mile range is pretty attractive. I spent the next year saving for the first kit section. In November of 2004 the empennage kit arrived and so began the next nine years of my life.

When I started building, I had no prior experience working with sheet metal. Drilling holes to a numbered size, deburring, dimpling and then bucking rivets was all new to me. One thing I learned quickly was how to remove a bad rivet. But as I think back

Continued on page 2.

Editor's Note

I hope you have been enjoying **Jeff Hill Sr.'s** many interesting and educational contributions to Galt Traffic in recent months. I am very grateful for all his articles, so much so that I have awarded him a much deserved promotion to the grand title of *Contributing Editor*! Unfortunately there will be no salary increase for his new position, but I am pretty sure Jeff doesn't do it for the money!

This month I am very excited to be publishing an article from **Sean Stephens** about his RV-10 project. I was one of the lucky spectators at the last EAA chapter meeting (which was held on the ramp outside the FBO because it was such a nice day!) to watch his first flight and cheer for him when he landed. It was quite a thrill to see the plane circling above the airport for the first time. Sean should be very proud of that achievement.

Before that meeting I had no idea Sean was that close to finishing his RV. It just goes to show that you don't always know what is going on behind those hangar doors! We have several other projects in progress at Galt and also a few chapter members who are building experimental aircraft at home. I will attempt to get more information about those to share with you in the coming months.

Sean's article and another fantastic article from Jeff on his first airplane is continuing a theme of "firsts" we began earlier in the year. We would like to hear more "first in aviation" experiences from our readers. Please email your stories and photos to editor@eaa932.org.

Beth Rehm, Editor

Continued from page 1.

on it, as daunting as it seemed at the time, there wasn't a whole lot to it once you figured out the tools and the processes. After that it was mostly a lot of repetition. I had to occasionally give Vans a call and order a new part or two or three, but I chalked it up as part of the learning curve after some of those profanity-laced tirades mentioned above.

N428RV started life in Cave Creek, AZ in the fall of 2004. The empennage and wing kits were completed on one side of a two-car garage. It was tight and plenty of completed parts were stored in the spare bedroom.



Sean's RV-10 features state-of-the-art avionics and a luxurious interior.



In the summer of 2006 we decided to move back to Illinois. I loaded the completed empennage and wings into the back of a rental truck and delivered them to a storage shed in St. Charles where they lived for the next three years until we were settled into our new house in Crystal Lake.

After the three-year break, building resumed at the Crystal Lake Airplane Factory. A much roomier three-car garage, a requirement when a plane builder is shopping for a new

house, provided just enough space for a fuselage and storage of completed components.

For the next few years, building progressed slowly. After the main fuselage was completed it was time to tackle some of the composite portions of the kit. The RV-10 has a composite cabin top and doors along with plexiglass windows. The cowling and wing tips are also composite. These items took a long time to trim and fit. I am not a fan of working with composites. It's a messy and tedious process to get things right. Sometimes I dreaded going out to the garage, as I knew I would be covered in composite dust when I came back in. I guess that's one reason I didn't go with a complete composite airframe kit such as a Lancair.

After the garage was cleared of years of composite residue in every nook and cranny, it was on to more interesting things. Hanging the engine and working on the firewall forward components was one of the more enjoyable aspects of building for me. I had no experience with engines other than changing the oil on my 70s Ford LTD when I was in high

school, so I was a bit anxious about being able to do it correctly.

One thing about Vans kits, their instruction manuals are top notch. I went with a stock firewall forward package so that I could take advantage of that fact. N428RV has a 260HP IO-540 built by Barrett Performance Engines. It began life as a D4A5, but is now tagged as an IO-540X. Because I went with a stock package up front I was able to follow the instruction manuals and hook A up to B. As with riveting, it started out daunting, but ended up being easier than I had anticipated. To ease my concerns about the quality of my work in this area I had a good friend who is an A&P look over everything up front.



Continued on page 3.

Continued from page 2.

The ability to continue building in the garage was quickly coming to an end because it was time to attach the wings and tail surfaces. The move to the hangar was an anxious moment for me. Like so many other things I fretted over, this too turned out fine; the parts that later became N428RV arrived safe and sound at 10C.

When builders say "90% done and 90% to go" they are not kidding. The last six months of the build seemed to drag on without any



visible signs of progress. All the little items to finish take time. Electrical, attaching and confirming control surfaces, checking fuel and brake lines for leaks, getting avionics components to talk to each other, final touches on the interior, etc. I can't count how many times I had panels on and off, seats in and out, and avionics on and off.

Then all of a sudden out of the blue on June 6th, Vans RV-10 serial #40303 became N428RV. The FAA said she was airworthy and I had the paperwork to prove it. At that moment it seemed like I went from "90% done and 90% to go" to airworthy in a flash when in reality it



was months. The registration kit that the EAA sells was a huge help in filling out all the necessary paperwork for the inspection process.

Eight days later, after nine plus years, N428RV broke free of the constraints imposed by gravity as many of you witnessed. And now it is on to the Phase One test flight period. As I'm writing this, six of the required forty hours have been flown. I am working on diagnosing some high temp issues on a couple cylinders and glad to be doing it because it means I'm flying instead of building.

While I've given a very brief summary of events here, I invite you to visit my builder's log website at <http://rv10.stephensville.com> to see the full story dating all the way back to the start of things in November of 2004.

Stop by hangar F2 at Galt if you

wish to hear more details. I'm always happy to chat about the process.



Scan this QR code with your smartphone to watch the video of Sean's first flight in his Vans RV-10.



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Jeff's First Airplane

By Captain Jeff Hill, Sr., TWA 1964 - 1997

I bought my first airplane in about 1965. I was still single (how else?) and living with two other TWA 'new hire' Connie co-pilots in a small house in Chicago that we called the '32R outer marker', which was pretty close. I bought a 1946 rag wing Cessna 140 on floats (N72633) from a Mr. Bruce who owned the Bruce Marina on the west bank of the Fox River in McHenry. He kept it on a shore station at the Marina that he let me use for the balance of the summer and the following winter.

The next summer I relocated '633' to Madison, WI, my home town. I saw on the Chicago Sectional chart that there was a seaplane base depicted on the west end of Lake Mendota in a little cove which would have been in the town of Middleton, now a Madison suburb.

I checked it out. No services, no phone, nothing but an anchored buoy in middle of the cove. The owner, I found, was Mr. Bruce Mohs, president of Mohs Seaplane Company, which never built a

seaplane. Bruce was an engineer and inventor who was building an automobile he called the "Mohs Ostentatienne Opera, a super-luxury saloon on wheels for the very, very discriminating buyer." Mohs and his automobiles are stories in themselves. To label him an eccentric would be a compliment; Google him for some interesting reading.



Jeff's first airplane, a 1946 Cessna 140 on floats.

Bruce gave me some good advice. He told me to never tie up to a pier. Aside from bad weather, even a boat wake can beat your airplane against it and cause significant damage. He advised to either get it up out of the water, on a ramp or shore station, or tether it to a buoy which I did - his buoy. He said to leave the controls unlocked and set the elevator trim to a slight climb. He

said that in a storm the aircraft will always weathervane into the wind and in very strong winds, actually fly, bouncing off the crests of the waves. This is true, believe it or not!

Now let me tell you about my summer on the buoy. The airplane was 'on public display' and certainly did attract attention! One day I came out to find kids swimming to the

airplane, climbing up on the (rag) wing, walking out to the wing tip, bouncing up and down and then diving into the water. Another time I came out to find a couple of fishermen that confronted me. They angrily stated that the airplane was polluting the lake and killing the fish. Okay, there were a couple of drips of oil on the water that, you know, it makes a 'rainbow' and looks more like it's a couple of gallons.

The fishermen agreed that it would be a good thing if someone would 'sink it'.

Because they didn't sell gas at Mohs SPB, I had to bring 80 octane in 5 gallon cans, reach up over my head and pour into the wing tank until gas ran down my arm. If I had to [hand] prop the plane, you could only do it

Continued on page 5.

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Continued from page 4.

from behind, standing on the pontoon – surely the most dangerous way to prop a plane. If you trip or slip, you fall right into the propeller arc.

Then there was the day I arrived and, after rowing out to the plane in my flat bottom boat, I found a hole in the windshield about the size of a football – and the missing piece of Plexiglas and a full bottle of beer on the pilot's seat.

I drilled 1/16" holes all around the hole and also around the perimeter of the broken out piece and baseball stitched it all together with light safety wire and covered the seem with duct tape then flew it up to Shawano, WI. Shawano Airport was (and still is) right on a lake shore. They had a concrete ramp that descended into the water on which a dolly was lowered. My plane was positioned over the dolly which was then towed up and out of the water with a tractor and taken to the maintenance facility where the windshield was replaced and the aircraft put back on wheels.

As you may know, the 85 hp C-140 wasn't much of a performer on wheels. Well, it was almost a joke on floats. More than once, on a hot windless day, when trying to give someone a ride, I was unable to get it up on the step, let alone fly. How embarrassing.

I floundered around in 633 on wheels for a year or so. One night it was tied down at Madison (Truax) at



what is now Wisconsin Aviation, when a big wind storm came up. My plane was properly secured but the one next to it was not. It was flipped over and landed upside down on top of 633. I removed the wings and trailered her home where she sat in 'my half' of the garage for a few years.

I sold the floats to some guy in California, sight unseen, for about what I had paid for the plane and I sold the rest of it, as a project to a young new hire UAL pilot.

I looked up N72633 on the FAA Aircraft Registry (go to: faa.gov and click on 'look up N numbers') and see that he still owns it; unfortunately, I was unable to contact him for an update.



Jeff Hill, Sr. is a retired TWA Captain, long time EAA member and a former editor of Galt Traffic. He currently enjoys flying his Aeronca L-3 (N48118, Army Air Corps Serial Number 236317). Jeff is the also the former Editor of TARPA Topics, the newsletter for active and retired TWA crew members.

Classifieds

For Sale: The "African Queen" air compressor. So called because it sounds like the "African Queen" when it runs. It looks like something put together by Rube Goldberg but it works!! It can be seen at hangar G6 at Galt Airport. \$25.00 OBO. Call Bill Laskey at (815) 459-5084 or email: wlaskey@sbcglobal.net.

Female Roommate Needed - EAA AirVenture: I am a female pilot looking to share my hotel room and expenses with another female pilot during the week of EAA AirVenture - Oshkosh. I have reserved a hotel room for 4 nights in Appleton, WI, which is about 30 minutes from the air show grounds. Check-in is on Wednesday, July 30th and check-out is on Sunday, August 3rd. Please contact Mary Linstromberg at 224-558-8447 for further details.

Scrap Metal Recycling: Recycle your old appliances such as grills, water heaters, etc. and other metal objects. Call Rafael Gonzalez at (815) 354-2973 to arrange collection.

Electric Tug Wanted - Used electric, battery powered aircraft tug suitable for moving a Mooney. Must be in working condition. Please contact Beth Rehm at (847) 530-8014 or send an email to bethrehm10c@att.net.

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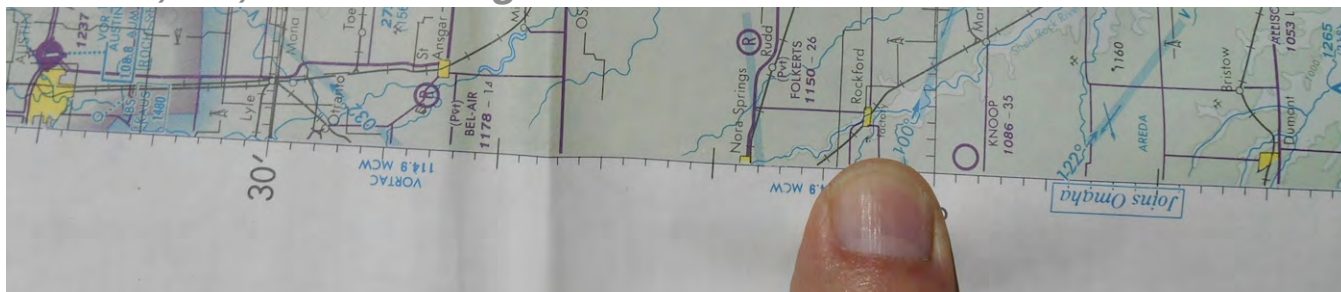
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"Rule of Thumb" and more

Jeff Hill, Sr., Contributing Editor



I was just reminiscing, thinking about some of the things my first flight instructor taught me (we never forget our first flight instructor)

"For a wind check, check the smoke, there's always smoke, the best wind indicator there is." (There always was some smoke in the 1950s; not so much any longer.) "When following a railroad track, river, highway or airway, always stay a little to the right in case another plane is doing the same thing at the same

altitude headed in the opposite direction."

"Always hold the chart with north up regardless of what direction you are flying – airline pilots don't turn the chart upside down when they fly south!" – He was a North Central DC-3 co-pilot and told me he was not training me to be a private pilot, he was training me to be an airline captain. At age 16 I didn't have any trouble imagining that....

A trick I still use is using my

thumb to estimate distance when I don't have any tools, such as a plotter. Every sectional chart has Latitude ticks in the margin. A degree of latitude equals 60 nautical miles and a minute (1/60th of a degree) equals one nautical mile. In the picture, the right edge of the widest part of my thumb nail is on the N 43° parallel and the left edge is at exactly N 43° 05' – five nautical miles. Check it out.

Connie Pilot Lounge at Greenwood Lake



My C-97 landing at Dodgeville article in the May issue of GT got me thinking more about this topic. I wrote an article in the March 2010 *Tarpa Topics* about a Lockheed 049 Constellation landing on a 2,700 foot, narrow runway at Greenwood Lake Airport (4N1) in West Milford, NJ.

It was Air France's first Connie, FBZA, delivered in 1946 and was sold to TWA in 1950 and registered as N9412H, Star of the Azores. It had several owners after TWA and was eventually purchased and flown to Greenwood Lake in 1977.

Around 1990 it was in pretty sad shape. It needed paint badly and it was evident that a lot of damage was

done when installing electricity and plumbing. At that time, it was being used as a storage shed. It was interesting to note, however, that it had not been stripped; all accessories, pumps, electrical equipment and instruments, etc. were in place. According to the airport website, it was recently refurbished, and is currently being used as a Pilot Lounge, see picture below.

There is a video of the landing you can view at: <http://www.youtube.com/watch?v=2RkC-a4jxU>



The Aviators Is Back with an All-New Fourth Season

The all-new fourth season of the award-winning hit TV show *The Aviators*, the biggest aviation show on the planet, is now available! Airliners, bombers, ultralights, gliders, floatplanes, helicopters, and even blimps -- absolutely everything for pilots and enthusiasts alike. New episodes can be seen on PBS or online at iTunes, Amazon, and Hulu. Learn more about the show at www.theaviators.tv.

EAA 932 Considers Redbird TD2 Sim Purchase

By Captain Eric Rehm

EAA Chapter 932 is considering purchasing a Redbird TD2 simulator for use by chapter members and Galt Flight School students. Before we embark on a fundraising campaign to purchase a sim we would like your feedback.

We have set up a short, 5-question Google survey that you can access from this page. Please take the time to take the survey as your opinion is very important and it will help us decide if this is the right thing to do for Chapter 932. But first here is some background information.

The TD2 is a table mounted flight training device with wrap around screens (see picture) and is certified by the FAA as a Basic Aviation Training Device or BATD. The FAA will allow logging of flight time for simulated instrument conditions, instrument experience, up to 10 hours toward an instrument rating as well as up to 2.5 hours toward a Private Pilot rating.

Even if a pilot is not officially logging the time, the simulator can be used keep a pilots' skills sharp, which can be useful during the winter months in the Chicago area.

The basic package comes as a Cessna 172 with standard instruments and a Garmin 430 GPS. Software upgrades that will allow different aircraft are also available.



The Redbird TD2 flight simulator comes with wrap-around screens, a full set of controls including rudder pedals and an adjustable seat.

If purchased, JB Aviation has agreed to house the TD2 in the loft part of the studio at the farmhouse. The TD2 would be made available during business hours to all chapter members and JB students and would be scheduled via JB's online scheduling tool. It is important to note that an instructor would not necessarily be needed to rent the sim.

We have not yet determined the hourly rental rate, but we want to make the price low enough to be affordable for everyone and yet still

cover the basic costs of housing and powering it. Also, the chapter would receive a portion of the income from the rentals which could be used as the chapter sees fit.

The purchase price is being negotiated but the chapter would need to raise approximately \$10,000.00. Although this is an achievable goal, we would need considerable chapter member participation to reach it.

Please take the online survey as this will help us understand if a sim would be useful for the Galt community. Thank you for your support.

Take the Survey



Eric Rehm is a First Officer on the MD-80 for American Airlines based in Dallas-Fort Worth. He has been flying

since he was fifteen, is a CFII and has accumulated over 6,600 flying hours. He co-owns a 1984 Mooney M20J based at Galt (N57252).

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QUIZ TIME

By Ed Moricoli

A monthly quiz from EAA Chapter 932 Membership Chair, Ed Moricoli.

1. When activated, an emergency locator transmitter (ELT) transmits on...
 - A. 123.0 and 119.0 MHz
 - B. 118.0 and 118.8 MHz
 - C. 121.5 and 243.0 MHz
2. TRSA service in the terminal radar program provides...
 - A. Warning to pilots when their aircraft are in unsafe proximity to terrain, obstructions, or other aircraft.
 - B. IFR separation (1,000 feet vertical and three miles lateral) between all aircraft.
 - C. Sequencing and separation for participating VFR aircraft.
3. Which is the correct traffic departure procedure to use at a non-controlled airport?
 - A. Depart in any direction consistent with safety, after crossing the airport boundary.
 - B. Make all turns to the left.
 - C. Comply with any FAA traffic pattern established for the airport.
4. Which of the following codes should be set for VFR flight in class E airspace?
 - A. 1200, Mode 3/A
 - B. 1200, Mode F
 - C. 4600, Mode S

5. Preflight action, as required for all away from the vicinity of an airport, shall include...
 - A. The designation of an alternate airport.
 - B. A study of the arrival procedures at airports of intended use.
 - C. An alternate course of action if the flight cannot be completed as planned.

Answers on page 11.

Mystery Airport: Get out your sectional or any other tools and join in on finding the mystery airport at the coordinates below.

43N.0190
91W.1240

Send an email to Ed with your best guess at linejudge88@att.net.

Last month's winner was **Walt Weidig** (once again!) who correctly identified the final destination of Ames (private) and the waypoint was Lake Lawn in Delevan, WI. Is there anyone out there besides Walt that can find the mystery airports?



Ed Moricoli was born and raised in Woodstock and spent 30 years working for Prudential Insurance before retiring. He is now a bailiff in a felony court

room for the McHenry Country Sheriff's Department. He is learning to fly at Galt Airport and is an active volunteer with EAA Chapter 932.

AOPA Flight Training Scholarships

The Aircraft Owners and Pilots Association (AOPA) will be awarding ten scholarships to student pilots in 2014.

One scholarship will award \$12,000 and nine scholarships will provide \$5,000 to student pilots pursuing a sport, recreational or private pilot license.

The recipients will be chosen based on merit, including previous accomplishments, ability to set goals, and demonstrated commitment to flight training and general aviation.

Winners will be announced at the AOPA Homecoming Fly-In in Frederick, Maryland on October 4th, 2014.

The deadline to apply is August 22nd, 2014. Click on this link to learn more and to apply for this scholarship;

<http://flighttraining.aopa.org/ftscholarship>

EAA Flight Training Scholarships

EAA's scholarship program encourages, recognizes and supports excellence among those studying the technologies and the skills of aviation. These annual scholarships help outstanding students who demonstrate financial need to accomplish their goals.

You must be a current EAA member or recommended by a current EAA member to apply for these scholarships.

Please check individual scholarship descriptions for any special considerations. Learn more online at <https://www.eaa.org/en/eea/aviation-education-and-resources/eea-youth-education/eea-aviation-scholarships>

Learning to Fly at 69

Part 11: Ed Shakes Off the Rust

By Ed Moricoli, Student Pilot

Well folks it's been a while since my last article about learning to fly; five months of the worst weather that I have seen in a long time which means #!%? No flying!

I can't believe that not flying for such a long time could cause one to become so rusty in doing the proper procedures! Just ask Justin and he will confirm that anything I gained the last time I flew, I had lost. My god it was awful. I was crushed. I have no excuses, well maybe because of my age? I can't buy that one either!

Anyway, after a few flights with Justin it's slowly coming back to me, however Justin's patience with me became very thin! Can't blame him a bit either. The first time getting back in the air we did pattern work and to say the least my pride went from high to low, well maybe more like in the basement! But my pride came back after going up to Bigfoot to do pattern work and low and behold I was doing pretty good for an old duffer!

The next time up, we did work in the practice area. I have to say that it was fun as well as hard work; we did turns around a point, S turns across Rt. 47 and flying the rectangle. It took some coaching by Justin but I do believe I got the hang of it, hooray!

On my next flight, Justin decided we would simulate emergency landings above the airport. We sat on the tarmac and Justin explained what to do. I listened very carefully, however, you can imagine what was going on in my stomach. So up we went. The first couple of times it wasn't great. I can't remember exactly but I do believe I had a go around or two. Then it got better and I enjoyed it, the last time we did the landing it was on a right hand turn! Wow, I could hardly see the runway, Justin

helped out and we landed pretty well. That, I must say was very interesting!

After we landed, I met up with Ed Brown and he kind of chuckled and said he could tell what I was doing when he saw me climbing to altitude above the airport and then hearing the engine cut to idle; we both kind of laughed.

The next time we went up was very sobering. Justin decided that we would do some pilotage, so he had me plan a trip to Lake in the Hills, Campbell and back to Galt. So the night before I did my planning and printed everything out, boy was I ever proud of myself! However that was short lived. After working the ramp all morning for an outing of commercial pilots off we went to LITH and the first leg went ok, not great, just ok. Then it was off to Campbell.

Getting there was no problem but what followed was a nightmare for me and especially Justin. All my planning went into the toilet when approaching the airport. I had planned on landing on runway 9 but as we approached there was other traffic and they were using the pattern for runway 24, that's when the cow dunk hit the fan for me, I won't go into detail but it was a nightmare and all I can say I was shattered by the experience, plus Justin wasn't too happy with me and he let me know it when we got back to Galt. After having my little butt put in a sling, I made a promise to Justin and myself that next time would be better.

The next time came and I have to report that it was better; not the best because I messed up going from Campbell to lake in The Hills, however when we got back to Galt my landing was great and my pride was somewhat back to some

semblance of where it was before.

With that said I learned some good hard lessons and sorry to say it was the hard way but maybe that was good for me because I think it made me better in learning to fly the right way. Oh and of course only time will tell if I am correct because there is still a ways to go before I reach my goal!

Speaking of goals, I did reach one earlier in the day as I write this epic story of mine. I passed my written test for the Private Pilot's license! Not bad for an old geezer who hates taking tests! For all of you out there that are in my age bracket and happen to read this; if I can do it so can you! There is another gentleman by the name of Larry Thompson, who is a little older than me that has started to take lessons. Way to go Larry!

So if you are interested, come to Galt airport and talk to the folks out here, you will be surprised by what a great place Galt is and they are the friendliest people in the world.

New Galt Airport Logo

The new airport owners, Diane and Claude Sunday, are looking to 're-brand' the business with a new logo.

Diane would like input from everyone in the Galt community to help her come up with a new logo design. Here are a few features the new design could include: One Zero Charlie, Galt, Greenwood, a plane, etc. All ideas are welcome.

One of the first items made available featuring the new design will be t-shirts.

If you have an ideas for a new logo please talk to Diane or email her at dsunday905@aol.com.



Airport Technicalities

A monthly report from **Justin Cleland, Airport Manager, Galt Airport.**

June was a great month at Galt. The Flight Club has been busy with new members, check-outs and checkrides! Our 182 has found its niche for weekend rentals, so if you haven't gotten checked out yet, it's time. It only takes a couple of hours, it's fun, and you'll instantly have a cross-country machine at your disposal. Don't forget, all Galt hangar tenants are members of the Flight club through September so take advantage of the lower rental rates before it's too late!

You've probably heard by now, but we added another airplane to our rental fleet this month too! A Citabria 7ECA. I know a lot of you have always wanted to tail-drag, so here's your chance. We're square in the middle of summer, and there's no better time than now. Let me know when you're available and let's get you signed-off. It's not just a fun airplane to fly, but a great way to

continue to hone your skills as a pilot.

We've also kicked-off a new project in June as well. Our very own Bill Miles has decided to take charge of our grass runway, and work has begun on not just improving its condition, but making it the best grass runway we've ever seen. Hey, if it's worth doing it's worth over-doing right? We've already aerated and laid-out a newer (straighter) version of 18-36. In the coming weeks, we'll be fertilizing and seeding to get the grass growing strong again. After that, we'll be leveling, rolling, and starting the transformation. I think you'll all be pleased with our plans moving forward. We'll complete this project with minimal (if any) runway closures, but please check NOTAM's (or stop in to the FBO) before you depart.

I hope you all had a chance to make it out to Barnstormer Days as well. As usual, EAA 932 did a great job getting everything put together and we were all extremely pleased with the turn-out. Thank you to everyone for working so hard to put

together such a great event, it never gets old having the opportunity to show off 10C. I know I'm biased, but I sincerely think that was the best pancake breakfast I've ever had at a fly-in. The strawberries were a really nice touch, and that pancake maker was awesome! Well done guys.

Flight School News

Congratulations to **Jake Butler** on passing his Private Pilot checkride. Jake's instructor was **Justin Cleland**.

Congratulations to **Jonathan Miller** on his first solo flight. Jonathan is taking Private Pilot lessons with CFI **Dick Wydra**. Good luck with the rest of your training Jon!

Congratulations to **Ed Moricoli** on passing the Private Pilot written test. Ed is learning to fly with Galt's chief flight instructor, **Justin Cleland**, CFII.

Ed has also been approved by the FAA to become a FAAS Team Representative. This is a volunteer position assisting the FAAS Team to promote aviation safety. His primary duties will be to help organizations (such as EAA Chapter 932) set up safety seminars and assist qualified presenters in conducting presentations.

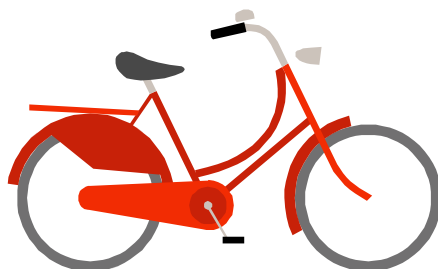
Congratulations to **Ed Brown** on passing the Fundamentals of Instruction (FOI) knowledge test on June 25th. He is now studying for the Advanced Ground Instructor (AGI) exam.

Answers to the Quiz Time questions on page 9;

1) C, 2) C, 3) C, 4) A, 5) C.

BICYCLES WANTED

Child and adult size bikes in working condition.



JB Aviation would like to provide courtesy bikes for use in getting around the airport and on airport trails. We hope to procure several bikes and will provide a bike rack near the FBO where they will be available for people to borrow.

Each donated bike will have a plaque or decal with the name of the person who donated it. If you are interested in donating a bike please contact Rebekah at (815) 648-2433.



Come Join Us!

**We Meet on the 2nd Saturday of every month
at 10 am in the FBO**

2014 Calendar of Events:

Saturday May 3rd:

Young Eagles Flights
Redbird Flight Simulator

June 28 and 29:

Barnstormers

Saturday July 19th:

Movie Night

Saturday August 9th:

Young Eagles Flights
Redbird Flight Simulator

Saturday August 23rd:

Flour Bomb Drop

Saturday September 13th:

Pilots & Puppies
Young Eagles Flights
Redbird Flight Simulator

Special Offer!!

**Chapter 932 is offering
a FREE six month
Membership to all New
Members.**

EAA Chapter 932, Inc.

Galt Airport
5112 Greenwood Road
Wonder Lake, IL 60097

Membership Information:

Regular: \$20 per year

Spouse: \$10 per year

Family: \$10 per year

membership@eaa932.org

EAA Chapter 932 is looking for Aviation Enthusiasts! We are based right here at Galt Airport and our activities include:

- Young Eagles Flights
- Barnstormers—Our Vintage Fly-in
- Safety Seminars
- Flyouts to breakfast, lunch or other events
- Social Events—Movie Nights, Pancake Breakfasts, Murder Mysteries
- Chapter Build Projects

Why be a Chapter 932 Member?

- Get to know other Galt Pilots
- Fun activities, camaraderie and opportunities to explore different facets of aviation
- Guest Speakers and Educational opportunities at monthly meetings
- We have an extensive DVD Library for loan including Private and Instrument Training and many other topics
- We help the Community with Aviation related projects
- Free advertising in our Award Winning monthly Newsletter
- Free use of our Chapter's tent
- Opportunities to introduce others to aviation
- EAA National Student Scholarships available through Chapter 932
- Support General Aviation at Galt Airport



EAA Chapter 932 News

President's Message

From Bruce Schottland, President,
EAA Chapter 932

June was such an exciting month and we have so many to thank! First, I am super thrilled to report that *Operation Flapjack* was a tremendous success.

As many of you know, or may have seen, our chapter finally has a giant, rotating, gas-fired pancake griddle! For as long as I have been around Galt Airport we have been dreaming of having one of these. In the past we struggled through our pancake breakfasts with 4 small electric griddles to make not just the pancakes, but sides like sausages and hash browns, as well. Many times we could barely keep up with demand. And to make matters more challenging, if we plugged them all into the same circuit the breaker would trip and the entire endeavor would come a halt.

No more! Our new griddle is 48" in diameter and is heated with two propane burners. I'm told it produces 1200 pph (that's "pancakes per hour" for the layman). It's an incredible contraption and has been sorely needed for a long time. Our chapter owes a giant debt of gratitude to those who dedicated their time and talent to its completion. Thank you **Bob Bielawa, Patrick Hoffmann, Paul Sedlacek, Bill Miles, Dave Spitzbart, Justin Cleland and Brian Spiro** for your awesome work and very significant contribution to the chapter. The project was completed just in time, too. The grill took a couple months to complete and was finished the Thursday evening before our Barnstomer's Fly-in on Saturday!

Speaking of Barnstomers, what a success! Our fly-in gets better every



Volunteers Patrick Hoffmann and Paul Sedlacek made many delicious pancakes on the chapter's new grill at the Barnstomer Days event.

year and this year was no exception. Not only was attendance outstanding, but so were our attractions and volunteer turn out. We had lots going on this year. Of course we had an excellent breakfast and this time we had a special offering; fresh strawberries grown and picked just down the street donated to the chapter by **Heider's Strawberry Farm**. Heider's farm is on Queen Anne Road, just North on Route 120 from Greenwood. I was there just yesterday with my wife, Carolina, picking lovely fresh strawberries, and black and red raspberries. It's a great place. Thank you to Heider's!

We also had a really nice barbecue lunch provided by an outside vendor. Thank you to **Elmer and his crew!** It's a great set up—we get a great lunch, Elmer does all the work and he gives chapter 932 a nice donation afterwards! Thank you to **Ed Brown** for connecting us.

Continued on page 14.

Welcome New EAA Chapter 932 Members

Please welcome the following new chapter members who all joined the chapter in recent months. This brings the current total number of chapter members to 99.

- Kevin Auld
- Lesley Vanderkarr
- Nicole Bettendorf
- Lauren Cooper
- Joe Damore
- Paul Finley
- Jim Martin
- Claude Sunday
- Diane Sunday
- Andy Anderson
- Ken Fotos
- Linda Fotos
- Todd Hendrickson
- Kurt Humm
- Clay Swindall
- Dylan Stiarostovic
- Dena Stiarostovic
- Lonnie Stiarostovic

Continued from page 13.

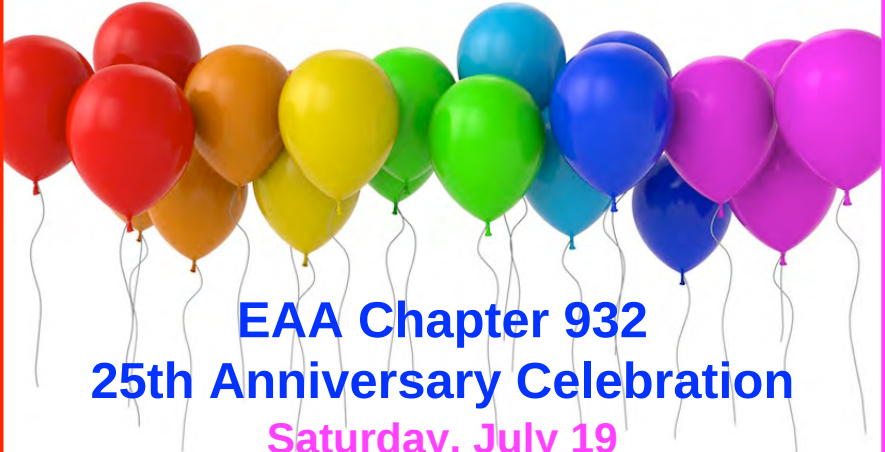
Throughout the day we had cool and interesting airplanes that local pilots flew to Galt. Thank you to all the pilots who flew in, and the Galt pilots who pulled their planes out for display. Thanks are also owed to **Neil Anderson, Sr.** who displayed his incredible wooden engine collection. If you haven't seen that you really must. It is really a wonderful and unique display.

Our local celebrities and favorite airshow performers, the **Aerostar Team**, set up the Redbird Flight Simulator trailer so all in attendance could have a go at flying themselves for free. Thanks to **Dave Monroe, Harvey Meek, Paul Hornick and Ed Brown** for making that happen.

And once again, the always generous **Neil Anderson** not only allowed us to display his awesome Yak 52 throughout the weekend, but raffled off an exciting ride! Neil raised a bunch of money for the chapter. We owe him big! We also owe **Carlos, Esther and Emily Medina** for getting us a great deal on porta potties, and for heading the always helpful Galt Airport **Civil Air Patrol** in getting cars parked and back out in an orderly manner. They all did a great job and the entrance and exit of all those cars could not have gone more smoothly.

We were also lucky to have the **Model A Restorer's Club** and the **Fox Valley Model T Club** in attendance with their beautiful old cars again. They add a wonderful touch to our vintage event. And, of course, thank you to the wonderful Galt Airport staff, **JB Aviation**, who were doing discovery flights all weekend.

And finally, a very special thank you to all of our wonderful, dedicated and hardworking volunteers! They did everything from selling **Lori Bettendorf's** delicious and beautiful treats, to selling Chapter 932 gear, raffle tickets



EAA Chapter 932
25th Anniversary Celebration
Saturday, July 19
6:00 p.m.

Picnic at Galt / Outdoor Movie
Bring Your Own Meat to Grill
Bring a Dish to Pass

Everyone welcome!

for the Yak ride and for a really cool flight simulator donated by our Membership Chair **Ed Moricoli** cooking, cleaning, setting up, taking down, running the ramp and lots of other jobs big and small that kept the whole thing moving along. It was a great effort that was only possible through the dedication of so many chapter members. It was really a good fly in and I firmly believe it's on its way to becoming the very best in the area. Way to GO chapter 932!

There have, of course been lots of other things happening around Galt Airport that are also worth commenting on but I think our lovely newsletter editor, Beth Rehm, might object if my column were any longer. After all the things that have happened so far this summer, it's hard to believe it's not even half over. I for one have been flying a lot and am really happy to see that lots of you have, too. It's so nice seeing everyone out at Galt Airport again.

It truly is the friendliest airport around.

Barnstormer Days

There will be more information and photographs from the third annual Barnstormer Days event that was held at Galt on Saturday, June 28th and Sunday, June 29th in the next issue of Galt Traffic.

Beth Rehm, Editor

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois.

Established in 1989, we are a 501(c)(3) corporation and a registered charity in the State of Illinois (CO#01065208).

EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

Galt Airport / EAA 932 Calendar of Events

- July 12** EAA Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK).
- July 13** EAA Chapter 1414 Pancake Breakfast/Young Eagles at Poplar Grove Airport (C77).
- July 19** EAA Chapter 1414 Fly-Out to Palmyra, WI (88C) for lunch. Leaving Poplar Grove at 10:30 a.m.
- July 19** EAA Chapter 932 25th Anniversary Celebration and Movie Night, Galt Airport (10C) at 6 p.m.
- July 24-27** Pietenpol/Hatz Fly-in at Brodhead Airport, WI (C37).
- July 28 - August 3rd** EAA AirVenture Oshkosh
- Aug 8-10** Chapter 15 Boy Scouts Airfest at Lewis University (LOT).
- August 9** EAA Chapter 932 Young Eagles Rally at Galt Airport (10C).
- August 10** EAA Chapter 1414 Pancake Breakfast/Young Eagles at Poplar Grove Airport (C77).
- August 16** EAA Chapter 241 Young Eagles at DeKalb Airport (DKB).
- August 17** Lyons Club Pancake Breakfast at DeKalb Airport (DKB).
- August 23** Galt Airport Annual Flour Bomb Competition at Galt Airport (10C).
- August 30** EAA Chapter 95 Fly-In/Open House at Morris Airport (C09).

Safety Seminars, Webinars and Workshops

AOPA Air Safety Institute: <http://www.aopa.org/asf/seminars/seminar.cfm>

FAASTeam: <https://www.faasafety.gov/SPANS/events/EventList.aspx>

EAA offers free webinars: http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258

EAA SportAir Workshops: <http://www.sportair.com/workshops/index.html>

Find Aviation Events & Destinations

Find more aviation events online at the following sites;

<http://www.dot.wisconsin.gov/travel/air/aviation-events.htm>

www.eaa.org/calendar/

www.aopa.org/pilot/calendar

<http://www.generalaviationnews.com/calendar>

<http://www.pilotsofamerica.com>

<http://www.fly2lunch.com>

<http://www.avweb.com/calendarevents>

<http://www.flyincalendar.com>

<http://www.flyins.com>

<http://socialflight.com/index.php>



2014 Air Show Schedule

Jun 7-8 Rockford AirFest, Rockford, IL
 Jun 13-15 Gaylord Air Show, Gaylord, MI
 Jun 21-22 Milwaukee Air & Water Show, Milwaukee, WI
 Jul 3 Dubuque ...Air Show & Fireworks, Dubuque, IO
 Jul 4-5 Heartland Air Show, IO
 Jul 13-15 Gary Air Show, Gary, IN
 Jul 28-Aug 3 AirVenture, Oshkosh , WI
 Aug 16-17 Chicago Air & Water Show, Chicago, IL
 Sep 6 Waukegan Air Show, Waukegan, IL
 Oct 4-5 Dallas Air Show, Dallas, GA
 Oct 26-29 Redbird Migration Conference
 San Marcos, TX
 Nov 8-9 Monroe Air Show, Monroe , NC

EAA Chapter 932 Officers and Contacts

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Young Eagles Coordinator: Ed Brown (615) 542-2790 youngeagles@eaa932.org

Membership Chair: Ed Moricoli (815) 338-4217 linejudge88@att.net

Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information

Congratulations!



Illinois Department
of Transportation
Division of Aeronautics



AVGAS

Galt Tenant Price

\$5.52

(includes tax)

Galt Field Airport

5112 Greenwood Road, Greenwood / Wonder Lake, IL 60097

Airport Business Hours

8:00 a.m. to 6:00 p.m. Monday through Sunday (Summer hours)

Airport Owners: Diane and Claude Sondag dsondag905@aol.com

Airport Manager/Chief Flight Instructor: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: Maintenance@galtairport.com

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Facebook: <http://www.facebook.com/GaltAirport>

The Dean Rowe Show: <http://huntleyradio.com/the-dean-rowe-show>

This newsletter is published monthly and distributed via email to approximately 500 readers. You can download current and past issues from the chapter web site at <http://www.eaa932.org/newsletters.html>. Please contact the editor at editor@eaa932.org to be added to the email distribution list.

2014 Summer Calendar EAA Chapter Events in the Chicago Area

May

- 3rd - Chapter 932 Young Eagles Rally at Galt Airport (10C)
- 4th - Chapter 22 Pancake Breakfast at Cottonwood Airport (1C8)
- 11th - Chapter 1414 Mother's Day Pancake Breakfast/Young Eagles at Poplar Grove (C77)
- 17th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 18th - Chapter 15 43rd Annual Pancake Breakfast at Lewis University Airport (LOT)

June

- 1st - Chapter 241 Pancake Breakfast at DeKalb Airport (DKB)
- 7th - Chapter 241 Young Eagles Rally at DeKalb Airport (DKB)
- 8th - Chapter 95 Young Eagles Rally at Morris Airport (C09)
- 8th - Chapter 1414 Pancake Breakfast/Young Eagles at Poplar Grove Airport (C77)
- 14th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 15th - Chapter 153 Father's Day Pancake Breakfast at Schaumburg Airport (06C)
- 22nd - Chapter 579 Young Eagles Special Event at Aurora Airport (ARR)
- 28th/29th - Chapter 932 Barnstormer Days Vintage Fly-in at Galt Airport (10C)
- 29th - Chapter 790 Pancake Breakfast at Lake in the Hills Airport(3CK)

July

- 12th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 13th - Chapter 1414 Pancake Breakfast/Young Eagles at Poplar Grove Airport (C77)

August

- 8th/9th/10th - Chapter 15 Boy Scouts Airfest at Lewis University Airport (LOT)
- 9th - Chapter 932 Young Eagles Rally at Galt Airport (10C)
- 10th - Chapter 1414 Pancake Breakfast/Young Eagles at Poplar Grove Airport (C77)
- 16th - Chapter 241 Young Eagles Rally at DeKalb Airport (DKB)
- 17th - Lyons Club Pancake Breakfast at DeKalb Airport (DKB)
- 30th - Chapter 95 Fly-in/Open House at Morris Airport (C09)

September

- 13th - Chapter 95 Young Eagles Rally at Morris Airport (C09)
- 13th - Chapter 932 Planes and Puppies/Young Eagles Event at Galt Airport (10C)
- 13th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 14th - Chapter 1414 Pancake Breakfast/Young Eagles at Poplar Grove Airport (C77)
- 21st - Chapter 241 Pancake Breakfast at Hinckley Airport (0C2)

October

- 4th - Chapter 22 Fly-in Lunch at Cottonwood Airport (1C8)
- 11th - Chapter 95 Young Eagles at Joliet Airport (JOT)
- 11th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 12th - Chapter 1414 Thank a Vet Pancake Breakfast at Poplar Grove Airport (C77)
- 18th - Chapter 579 Young Eagles at Aurora Airport (ARR)

Visit the chapter websites for more information about each event.



www.eaa.org



www.eaa95.org



153.eaachapter.org



www.eaa932.org



790.eaachapter.org



1414.eaachapter.org



www.eaa579.org



15.eaachapter.org



www.eaa241.org



www.eaa22.org